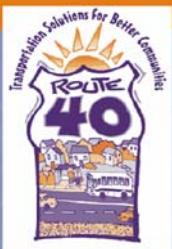


Route 40 Corridor 20-Year Transportation Plan

In June 2000, a 20-Year Transportation Plan for the Route 40 Corridor was adopted by a Steering Committee made up of area residents, civic leaders, business people, and elected officials.

Key components of the Plan:

- Build “triggered projects” only as conditions dictate.
- Enhance travel alternatives to the automobile, including biking, walking and transit.
- Address immediate congestion and safety concerns.
- Complete concept design in Phase I.
- Preserve right of way for future transportation projects.
- Encourage ongoing citizen participation through workshops, outreach, and the Corridor Monitoring Committee (CMC).
- The highest concentration of planned improvements is along Route 40 between Route 896 and Route 1.



ENVIRONMENTAL ASSESSMENT

US 40, SR 896 TO SR 1

Need for the Project

Housing

- Projected 50% increase by 2020 (from 26,000 to 39,000 households).

Employment

- Projected 87% increase by 2020 (from 8,600 to 16,000 jobs).

Traffic

Daily Volumes

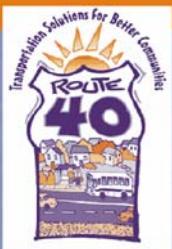
- Today: range from 20,000 to 36,000 vehicles.
- 2020: range from 34,000 to 67,000 vehicles.

Congestion

- Today: five of 19 intersections are congested.
- 2020 (without the Plan): 14 intersections congested.
- 2020 (with the Plan): two intersections congested.

Travel Time

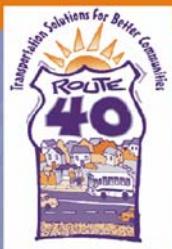
- Today: approx. 15 min from Maryland to Route 13.
- 2020 (without the Plan): approx. 2-3 times longer.
- 2020 (with the Plan): similar to existing.



Anticipated Projects

The following improvements are proposed for the length of Route 40 between Route 896 and Route 1 (see map).

- Widening from four to six lanes between Route 896 and the existing six-lane section near Governors Square.
- Ten-foot-wide paths for bicyclists and pedestrians on both sides of Route 40. These paths will continue west to the Maryland state line and east to Route 13.
- Closure of all median openings that are not or will not be signalized to reduce conflicts.
- Access management to reasonably reduce the number of access points on Route 40. Potential improvements could include connections between parcels, joint access, or selected driveway closures.



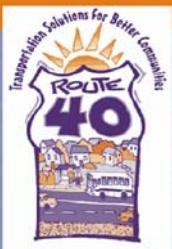
ENVIRONMENTAL ASSESSMENT

US 40, SR 896 TO SR 1

Anticipated Projects

The following improvements are proposed at specific locations along Route 40 between Route 896 and Route 1 (see map).

- A grade-separated interchange at Route 896.
- Intersection improvements at Route 72, including additional turn lanes.
- An overpass carrying Route 40 over the Norfolk Southern railroad tracks east of Fox Run.
- Minor intersection improvements at Scotland Drive.
- Intersection improvements at Salem Church Road and Porter Road, including additional turn lanes.
- Intersection improvements at Walther Road, including additional turn lanes and realignment of the north leg of the intersection.
- A grade-separated interchange at Route 7.
- Minor intersection improvements at the Route 1 ramps.



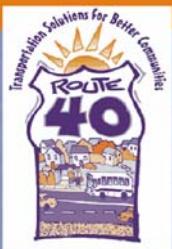
ENVIRONMENTAL ASSESSMENT US 40, SR 896 TO SR 1

What is an “Environmental Assessment?”

An **environmental assessment** is a study that evaluates alternatives for transportation improvements and selects the preferred alternative. Issues considered during this assessment include:

- Degree to which each alternative meets the stated purpose and need of the project.
- Impacts to natural and cultural resources.
- Impacts to developed properties.
- Socioeconomic impacts.

The two-year process of establishing the need for this project, assessing existing conditions, and developing and evaluating concept design alternatives is expected to be complete in early 2003.



Streetscape Opportunities

When the Steering Committee developed the vision and objectives for the Route 40 Plan, it acknowledged that **the visual environment is an integral part of quality of life.**

The Route 40 project team's landscape architects have identified a number of opportunities to improve the aesthetic qualities of the corridor:



- Curb types
- Access control
- Pedestrian access at entrances
- Plantings to emphasize entrances
- Appropriate roadside and median barriers
- Median plantings to de-emphasize the roadway width
- Grass buffers for sidewalks where possible
- Consistent business signage at an appropriate scale

